staff to launch special drives against the activities of touts and other anti-social elements at all major stations. Strict disciplinary action is taken against the staff found indulging in malpractices.

ललितपुर से सतना तक रेल लाइन

1991. **श्री राधाकिशन मालवीय:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि खजुराहो से महोबा तक की लिंक-लाइन सहित ललितपुर से सतना तक और रीवा से सिंगरौली तक की 541 किलोमीटर लंबी नई रेल लाइन के निर्माण कार्य, जिसकी अनुमानित लागत 975 करोड़ रुपये हैं, को 1997-98 के बजट में शामिल किया गया है;

(ख) क्या यह भी सच है कि उक्त रेल लाइन का प्रस्ताव अनुमोदन हेतु योजना आयोग को भेज दिया गया है; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्रालय में राज्य मंत्री, संसदीय कार्य मंत्रालय में राज्य मंत्री तथा योजना और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) जी, हां।

(ख) और (ग) अपेक्षित स्वीकृति अब प्राप्त हो गई है। अंतिम स्थान सर्वेक्षण शुरू किया गया है। इसके बाद भूमि का अधिग्रहण किया जाएगा तथा भूमि उपलब्ध हो जाने पर कार्य शुरू किया जाएगा।

Concession to senior citizens

1992. SHRI PARAG CHALIHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Ministry of Railways provide concession in fares for journeys undertaken by those above 60 years of age now; and

(b) if so, the date from which the amendment entitling senior citizens of 60 or more, instead of 65 or more years of age, has been enacted?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) No, Sir.

(b) Does not arise.

Additional Coaches in Express Trains for Andhra Pradesh

1993. SHRI YERRA NARAYANASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to add additional coaches to Narsapur Express, Simhadri Express and Ratnachal Express in Andhra Pradesh;

(b) whether it is a fact that the present accommodation in the above three trains is inadequate;

(c) the number of coaches in each of the three trains respectively;

(d) the reasons for not adding more coaches to reduce over-crowding in the above trains; and

(e) what innovative measures are proposed in South Central Railway to meet passenger demand in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (e) 7239/7240 Simhadari Express has been augmented with 5 coaches from 15.8.1998. The number of coaches in each of the three trains are as follows:

(i) 7055/7056 Hyderabad-Narsapur Express with 19 coaches on Vijayawada-Gudivada section.

(ii) 7239/7240 Simhadri Express with 20 coaches on Nidadavolu-Visakhapatnam section.

(iii) 2717/2718 Ratnachal Express with 17 coaches.

It has been decided to augment the loads of 2717/2718 Ratnachal Express, 2711/2712 Pinakini Express, 7047/7048 Gautami Express, 7055/7056 Hyderabad-Narsapur Express and 7423/7424 Narayanadri Express subject to operational feasibility and availability of resource including augmentation of Pit-lines and extension of platform.

Direct Train from Western Vidarbha Region

1994. SHRI SANJAY NIRUPAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no direct train from Western Vidarbha region of Akola-Amravati to Delhi;

(b) whether it causes great difficulty to the people of this region; and

(c) whether Government have any proposal to connect this area with Delhi; if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) For the convenience of passengers of Western Vidharbha region i.e. Akola, Amaravati and Badnera, it is proposed to extend 2407/2408 Nizamuddin-Nagpur Gondwana Express upto Bhusawal via Badnera-Akola on two days a week from the year 1999-2000.

Restoration of Telescopic Fares system

1995. SHRI C. RAMACHANDRAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are exploiting passengers by withdrawing the age-old system of charging Telescopic Fares;

(b) whether it is a fact that rail passengers have to pay exhorbitant fares for extension of their journeys while travelling;

(c) what are the reasons for exploiting honest passengers in this manner; and

(d) whether steps would be taken to revive and restore the system of Telescopic fares, with immediate effect?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (d) Tickets are issued to passengers for those stations for which they demand them and telescopic fares are charged. Prior to 1994, passengers were given the benefit of telescopic rates if they wanted to extend journey beyond the original destination station. However, on receipt of reports about misuse of this facility, the method of charging telescopic fare for extended journey was revised with effect from 21.7.1994. Under the revised procedure, the fare for extended journey is charged at normal tariff rates treating such extended journey as fresh one. There is no justification to review this rule. The passenger is supposed to buy ticket for that station to which he wants to go.

Late Running of Trains between Jallandhar and Hoshiarpur

1996. SHRI ABANI ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether trains running between Jallandhar and Hoshiarpur and vice versa are not observing punctuality;

(b) the number of times during the last one year trains running between Jallandhar to Hoshiarpur did not observe punctuality, with reasons;

(c) whether any responsibility has been fixed for such lapses;

(d) if so, the details thereof; and